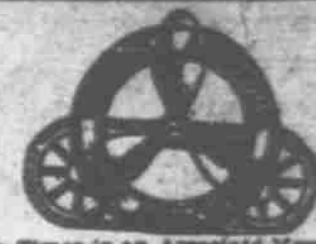
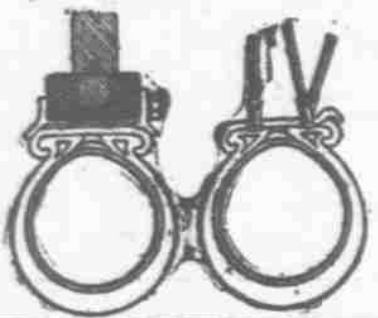




Philadelphia Auto Show Best City Has Held



HOUK QUICK CHANGE WIRE WHEELS

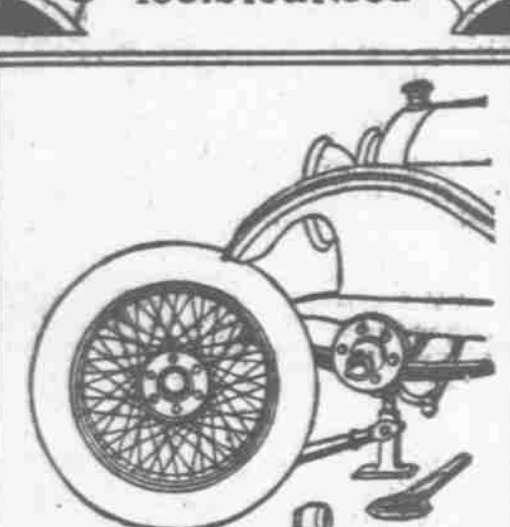


Quick Change

In case of tire trouble bank on their quick change feature. Simply jack up the car and remove the hub cap with the Houk Wire Wheel Wrench. Then slip off the wheel and replace it with the spare wheel with tire already inflated; screw on the hub cap, remove the jack and off you go.



The Only Tools You Need



WARRINGTON MOTOR CAR CO.

1800 Fourteenth St. North 1332

Following Faulkner to the Phila. Automobile Show

(Continued from Sixth Page.)

Pierce-Arrow—The new famous dual-valve six, introduced this season by the Pierce-Arrow Motor Car Company, is an important continuation of the season's output. The new double valve engine has great interest at earlier shows this season. The performance of the new model, known as series five, in the hands of many owners during the last few months, was more than justified the claims made for it, the company asserts. The performance has proved just what many months of factory testing showed, the manufacturers assert, that the new engine is 30 per cent more efficient, delivers 40 per cent more horsepower, yields 10 per cent more mileage to a gallon of gasoline and accelerates 20 per cent more rapidly than the former model of similar size. These remarkable attributes result mainly from the introduction of double the usual number of valves per cylinder. Instead of one intake and one exhaust valve, each cylinder has two intakes and two exhaust valves. This design enables a maximum explosive charge and an absolute scavenging of all burnt gases, an ideal never so closely approached as in this engine.

Reo—The new Reo body designs are a very great departure from anything produced by the Reo in the past, and the material and workmanship in each job is a very noticeable improvement in every way. The chassis of the Reo remains virtually the same as in the last six or seven years. The Reo is built in a four-cylinder chassis, with the following body types: five-passenger touring, three-passenger roadster, five-passenger sedan and five-passenger coupe. All of these bodies are equipped with latest improvements for convenience and comfort and have received high endorsement where so far displayed. The sedan is finished with the greatest care for detail, and the Frisco velour upholstery in the rear compartments and the high quality moquette leather in the front seat give the interior a rich appearance, while the finish of the exterior of the car leaves nothing to be desired.

Haynes—The Haynes 1919 chassis has but few changes, using the same motor and transmission as heretofore. The frames are deeper and heavier gauge material, and spring construction is much longer and is made flat, insuring riding qualities. A Bendix drive starter simplifies the construction and lessens the number of parts. There is but one chassis for all models, having 127-inch wheelbase. Refinements which make for comfort, pride and satisfaction are exemplified in the many new features. An inclined two-piece windshield at

for better vision and lends charm to the appearance. Rich simplicity marks the style of this season's Haynes coupe, sedan, and limousine, the three closed cars offered. Four passengers are accommodated in the coupe by using the auxiliary seat. Straight, graceful lines distinguish the new series of Haynes model cars. They are as stylish than ever before, the body of the touring model is aluminum. No detracting waves are apparent on the body surface, which has a justous finish.

Hupmobile—The Hupmobile is made in a standard two-passenger roadster, five-passenger touring, and three-passenger coupe. There have been no changes in chassis or body design since this model B was introduced. However, there have been minor refinements of a mechanical nature, where it was determined that improvement of the machine and carry out the policy of the Hup Motor Car Corporation. The upholstery in the open models, is leather. The color is the standard Hupmobile might blue, with chrome fenders, hood, and wheels in black. The Hupmobile is a four-cylinder car, a practice which they have followed for years with eminent satisfaction.

Buick—The Buick, in addition to a number of minor improvements, has introduced a system of self-lubrication of rocker arms and a dustproof cover over the top of the motor. Otherwise the long-used standardized mechanical features have been continued. Convenience has been considered along with efficiency in the new and better bodies that have been designed, and lighter and stronger materials are used. In their 1919 models they have reached their highest state of development. Enough models have been provided in the complete Buick line to enable any purchaser to select a Buick car that is exactly equipped to serve him to the utmost limit of his demands for utility. They include the three-passenger touring car, five-passenger touring car, coupe for four, sedan for four, seven-passenger touring car, and sedan for seven.

The Buick is built in two chassis sizes, 118 inches and 124 inches. The six-cylinder valve-in-head type of motor is used. The rocker arm shafts on top of the motor are fitted with oil cups, from which the oil passes into the center of the hollow shafts.

Cadillac—The Automobile Sales Corporation exhibits five Cadillac body types and a cut-out chassis. There is a standard limousine, a standard Victoria and a sub-urban phaeton and touring car in special colors. E. Phil Merrill, head of the educational department of the Cadillac Motor Car Company, is in attendance to explain the working parts of the car, which is revealed in the cut-out chassis. The present Cadillac is in continuation of type fifty-seven, with refinements, in accordance with the public announcement of Cadillac policy, made in June, 1918, when the type fifty-seven Cadillac which was officially designated by the Government as the standard

seven-passenger car of the United States Army. The new body types in the Cadillac complete line are the suburban, single compartment coach designed for the touring comfort of seven people in all weathers, and the phaeton, a four-passenger car for the man who takes keen pleasure in hard, fast driving. It comes within the sport classification, but cannot properly be called a "sport car," because of the absence of anything freakish.

Essex—The Essex is displayed at the automobile show this year for the first time; a phaeton and chassis are shown. It was designed by some of the leading engineers in America to meet the demand for a high-grade car, light in weight, economical in upkeep and moderate in price. The car is built at the Hudson factory in Detroit.

The Essex is so sturdily constructed that it rides over the roughest roads with the smoothness of a car of much greater weight. The springs of the Essex are unusually long for a car of its class, and the chassis is nothing in the way of comfort has been sacrificed to obtain mere appearance. The beauty of the car comes from inherent qualities of fitness of line and high ideals of workmanship. The backs of the seats reach to the shoulders, and the cushions are real seats, not just ladders. All of the levers and pedals are within easy reach, giving comfort even on the longest tours.

Franklin—The Franklin line for 1919 is comprised of the big window sedan, limousine, touring car, brougham, four-passenger roadster and runabout, with the substitution of oil cups for grease cups, addition of electrical heater for quick starting in cold weather and the modification of a few mechanical details. Chassis construction remains the same. Body design and refinements are as follows: The sedan type for the present season is even better looking and more convenient than ever. The development of the slanting "V" windshield is another element which enters into the broadening of the vision.

Auburn—The Auburn Auto Company has made material changes in its cars for the 1919 models. It has added a very important feature in calling its car "Auburn Beauty Six," adding to that a beauty six model, 6-30 H, also a model 6-30 K, smart tourster. The chassis in its general construction has been changed very little, but several new features were added, as snubbers and greater power in engine performance. The Beauty Six in body design and general appearance, bold, radical and sweeping, is yet not freakish in design. Their exhibit includes the 6-30 K smart tourster and a 6-39 K with a convertible enclosure. A 6-39 K and 6-39 H will be added models of the Auburn which were not through in time for the show.

Biddle—The Biddle Co. continues its models with general chassis improvements and new models. The special Buda four-cylinder engine now is equipped with aluminum pistons and lighter reciprocating parts. The front and rear axles have been redesigned in important respects, the rear having double enclosed internal brakes. The drive shafts, gears and tubes are of special alloy steel. The new body types are the speedway special, a two-passenger roadster of racy style, with

removable top and windshield, and the four-passenger sedan, built for custom coach trade.

The limousine has changes. In the touring car there is a little more flare to the back of the body. The slanting windshield adds a touch of rakishness, which goes very well with the design. The rear curtain is now carried around the seat back as far as the rear seat. The Brougham is much like the Sedan, except it is made for four people, design being right in line to fill a well defined demand. The four-passenger roadster is a sociable roadster, but not a chummy. Doors have been moved back two inches. The runabout is what the name implies. The higher body sides, the curved cowls, the deeper coasts, and the slanting windshield give to the occupants a high degree of riding comfort. The exhibit includes limousine, Sedan, Touring Car, and Brougham.

LOOK OUT FOR THESE CARS!

Autos Stolen Since Saturday

Last.

March 15.

Willis-Knight auto, D. C. No. 16-034; Md. No. 36-032; mfg. No. 3601; 7-passenger, 1918 model; black body, yellow wheels, brown covers on seats, equipped with Fluke tires; stolen March 4 from Fifteenth and I streets northwest; property of H. G. Johnson, room 518 Southern building.

Overland touring car, D. C. No. 21-289; engine No. 62585; Md. No. 97-601; 1918 model; stolen March 4 from Fifteenth and H streets northwest; property of E. L. Scott, 728 G Street northwest.

Maxwell auto, D. C. No. 24-931; engine No. 98093; five-passenger, 1916 model; stolen March 9 from Twelfth and B streets southwest; property of Harrison M. Strother, Fairmont Heights, Md.

Buick auto, Pa. No. 17-342; 7-passenger, green body; stolen March 9 from garage rear of 28 M street northwest; property of W. Bradley, 1245 North Capitol street.

Hudson super six auto, D. C. No. 6-000; engine No. 4488; 7-passenger, Goodyear cord tires, his name on steering wheel; stolen 12th instant from Twelfth and F streets northwest; property of J. G. Hodges, 1342 Euclid street northwest.

Marmon roadster, N. Y. No. 147-581; motor No. 417018; 1918 model, dark blue body, yellow running gear, wire wheels; stolen March 11 from F street, between Fourteenth and Fifteenth streets northwest; property of Raymond Hitchcock, Washington Hotel.

Ford touring car, D. C. No. 789; Md. No. 9-162; engine No. 62009; stolen March 13 from front of Union Station; property of National Training School, 1450 yellow back seat covers, 1914 model.

Ford touring car, D. C. No. 24-185; engine No. 211306; 1917 model; stolen March 14 from Sixth and T streets northwest; property of C. E. Cooper, 316 A street northeast.

When the boys come home they will ask what YOU have done. Show them your income tax receipt.

We Appreciate the Interest Shown by Our Friends and the Public in the

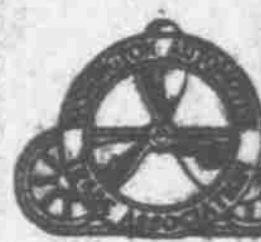
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50c can Grease	40c	\$3.00 Never Out Lamp	\$2.00
\$1.50 can Auto Soap	\$1.25	50c Empire Tube Patches	35c
\$1.50 can Auto Soap	75c	50c Sullivan Tube Patches	35c
50c Ford Fan Belts	35c	50c U. S. Tube Patches	35c
\$4.00 Gray Tube	35c	100 Spark Plugs	50c
\$10.00 30x3 1/2 Case	\$15.00	50c Champ X Plugs	35c
Guaranteed.		50c Bethlehem Plugs	35c
\$30.00 Ford Radiator	\$27.00	100 Ford Special Plugs	50c
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